

AMENDMENTS TO THE CLAIMS:

Applicants propose to amend claims 1, 11 and 18 and add claims 23-25 as follows. Upon entry by the Examiner, this listing of claims will replace all prior versions and listings of claims in the application.

1. (Currently Amended) A personal rapid transit system comprising a dedicated guideway on which individual steered passenger vehicles travel between stations, a station of the system comprising a portion of the guideway bounded on at least one side by a platform, the width of the guideway portion being sufficient for traveling vehicles of the system to travel along a transit path in normal travel direction of the vehicles unobstructed by vehicles parked on the guideway against the platform, the platform extending generally parallel to the transit path and comprising a plurality of bays for receiving parked vehicles, each bay being defined by a respective parking section of the platform edge and accessible only via a dedicated exit path off of the guideway for a corresponding steered vehicle, which parking section extends obliquely to the transit path, whereby [[a]] the same steered vehicle of the system can move from and return to the transit path while maintaining a forward travel direction of the vehicle, and park against the parking section of the platform edge of a respective one of the bays by turning from the transit path through an acute angle, the return of the same steered vehicle to the transit path only via a dedicated re-entry path different from the exit path, the parking sections of adjacent bays being connected to each other by a transition section which extends from the front end of one of the parking sections to the rear end of the other.

2. (Previously Presented) A personal rapid transit system as claimed in claim 1, in which the transit path and the bays are provided on a common continuous surface of the guideway portion.

3. (Previously Presented) A personal rapid transit system as claimed in claim 1, in which the guideway portion of the station comprises a bypass branched from a main guideway of the system.

4. (Previously Presented) A personal rapid transit system as claimed in claim 1, in which the parking section of each bay is inclined at an angle of less than 45 degrees to the transit path.

5. (Previously Presented) A personal rapid transit system as claimed in claim 4, in which the angle of inclination of each parking section is not less than 10 degrees and not more than 20 degrees.

6. (Canceled).

7. (Previously Presented) A personal rapid transit system as claimed in claim 1, in which each transition section is concavely curved with a radius of curvature greater than the radius of the minimum turning circle of vehicles of the system.

8. (Previously Presented) A personal rapid transit system as claimed in claim 1, in which the parking section of each bay has a length which is able to accommodate no more than one vehicle of the system.

9. (Previously Presented) A personal rapid transit system as claimed in claim 1, in which the parking sections extend substantially parallel to each other.

10. (Previously Presented) A personal rapid transit system as claimed in claim 9, in which the spacing between adjacent parking sections is not less than the width of vehicles of the system.

11. (Currently Amended) A personal rapid transit system comprising a dedicated guideway on which individual steered passenger vehicles travel between stations, a station of the system comprising a portion of the guideway bounded on at least one side by a platform, the width of the guideway portion being sufficient for

traveling vehicles of the system to travel along a transit path in normal travel direction of the vehicles unobstructed by vehicles parked on the guideway against the platform, the platform extending generally parallel to the transit path and comprising a plurality of bays for receiving parked vehicles, each bay being defined by a respective parking section of the platform edge and accessible only via a dedicated exit path off of the guideway for a corresponding steered vehicle, which parking section extends obliquely to the transit path, whereby [[a]] the same steered vehicle of the system can move from and return to the transit path while maintaining a forward travel direction of the vehicle, and park against the parking section of the platform edge of a respective one of the bays by turning from the transit path through an acute angle, the return of the same steered vehicle to the transit path only via a dedicated re-entry path different from the exit path, the parking sections of adjacent bays being connected to each other by a transition section which extends from the front end of one of the parking sections to the rear end of the other, wherein the personal rapid transit system comprises a main track along which vehicles of the system travel between a departure station and a destination station, and wherein the station is provided on a bypass track which is branched from the main track, the bypass track extending through the station at a level below that of the stretch of the main track which passes through the station.

12. (Previously Presented) A personal rapid transit system as claimed in claim 11, in which the bypass track leaves the main track to one side of the main track and joins the main track on the other side.

13. (Previously Presented) A personal rapid transit system as claimed in claim 12, in which the station is situated beneath the main track.

14. (Previously Presented) A personal rapid transit system as claimed in claim 11, in which a platform is situated adjacent the bypass track on both sides of the bypass track.

15. (Previously Presented) A personal rapid transit system as claimed in claim 11, in which the bypass track is branched from and rejoins the main track on the same side of the main track.

16. (Previously Presented) A personal rapid transit system as claimed in claim 15, in which two bypass tracks are provided, one on each side of the main track.

17. (Previously Presented) A personal rapid transit system as claimed in claim 16, in which a platform is situated between the branch tracks.

18. (Currently Amended) A personal rapid transit system comprising a dedicated guideway on which individual steered passenger vehicles travel between stations, a station of the system comprising a portion of the guideway bounded on at least one side by a platform, the width of the guideway portion being sufficient for traveling vehicles of the system to travel along a transit path in normal travel direction of the vehicles unobstructed by vehicles parked on the guideway against the platform, the platform extending generally parallel to the transit path and comprising a plurality of bays for receiving parked vehicles, each bay being defined by a respective parking section of the platform edge and accessible only via a dedicated exit path off of the guideway for a corresponding steered vehicle, which parking section extends obliquely to the transit path, whereby [[a]] the same steered vehicle of the system can move from and return to the transit path while maintaining a forward travel direction of the vehicle, and park against the parking section of the platform edge of a respective one of the bays by turning from the transit path through an acute angle, the return of the same steered vehicle to the transit path only via a dedicated re-entry path different from the exit path, the parking sections of adjacent bays being connected to each other by a transition section which extends from the front end of one of the parking sections to the rear end of the other, wherein the personal rapid transit system comprises a main track along which vehicles of the system travel between a departure station and a destination station, and wherein two bypass tracks are branched from the main track on opposite sides of the main track, the bypass tracks extending through the station.

19. (Previously Presented) A personal rapid transit system as claimed in claim 18, in which a bridge extends over the main track to connect platforms disposed beside the bypass tracks.

20. (Previously Presented) A personal rapid transit system as claimed in claim 19, in which the platforms are disposed on the sides of the bypass tracks situated away from the main track.

21. (Previously Presented) A personal rapid transit system as claimed in claim 18, in which the main track runs past the station in a cutting.

22. (Canceled).

23. (New) A personal rapid transit system as claimed in claim 1, wherein a length of each parking section substantially equal to or less than a length of a steered vehicle.

24. (New) A personal rapid transit system as claimed in claim 11, wherein a length of each parking section substantially equal to or less than a length of a steered vehicle.

25. (New) A personal rapid transit system as claimed in claim 18, wherein a length of each parking section substantially equal to or less than a length of a steered vehicle.